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REPORT OF THE SUB-REGIONAL MEETING OF MINISTERS RESPONSIBLE OF CIVIL AVIATION FROM EASTERN AND SOUTHERN AFRICA ON THE YAMOUSSOUKRO DECLARATION

Mauritius, 1st December 1990

A. ORGANIZATION

1. The sub-regional meeting of Ministers of Civil Aviation from Eastern and Southern Africa on the Yamoussoukro Declaration was held in Mauritius on 1st December 1990.

B. ATTENDANCE

2. The following member States of the United Nations Economic Commission for Africa attended the meeting: Burundi, Comoros, Ethiopia, Malawi, Mauritius, Kenya, Somalia, Tanzania, Uganda and Zambia.

3. Also represented at the meeting were the following inter-governmental and International Organizations: the African Airlines Association (AFRAA), the African Development Bank (ADB), the International Civil Aviation Organization (ICAO) and the Organization of African Unity (OAU).

C. OPENING OF THE MEETING

4. The Coordinating Minister for Eastern Africa, Honourable Jackson Makweta, MP, from Tanzania paid tribute to the Mauritian Government and Air Mauritius for their generous gesture of co-operation in preparing and hosting this major Air Transport Conference. The Minister then highlighted the salient features of the Yamoussoukro Declaration which was designed to enhance the viability and competitiveness of African Airlines. Noting with pleasure that the Experts had during their two-day meeting identified practicable programmes promoting economic benefits, the Ministers expressed the hope that their recommendations would be approved by the Ministers and expeditiously implemented.

5. On behalf of the Government of Mauritius and in his own name, Honourable Jean-Claude de l'Estrac, Minister of External Affairs of Mauritius, extended a warm and fraternal welcome to all the distinguished delegates. The Minister said that the meeting in Mauritius will undoubtedly contribute to the strengthening of the long-standing friendship between African neighbours and the Government and people of Mauritius. The Minister further stated that the necessary co-operation within Africa will be enhanced if we promote a climate of mutual trust and confidence, ensure self-propelled dynamism to act as catalyst of co-operation and provide an unfailing commitment to the cause of co-operation. The Minister congratulated the Experts for having completed an impressive amount of work and for having concluded that a practical, realistic and pragmatic approach would best serve the interests of the African countries and airlines.

6. The representative of ECA stated that he have been encouraged by the results of the Experts meeting and the emphasis on pragmatic action. He also reminded Delegates that the aim of co-operation was an economic one to ensure and promote the competitiveness and of viability of African Airlines.

D. ACCOUNT OF PROCEEDINGS

Election of officiers (agenda item 2)

7. On a proposal of Uganda, seconded by Mauritius, the meeting elected the following officiers:

Chairman: Tanzania

Rapporteur: Mauritius

The secretariat of the meeting comprised ECA, ONU and AFRAA.

Adoption of the agenda and provisional work programme

8. The meeting adopted the following agenda:

1. Opening of the meeting
2. Election of officers
3. Presentation of the Report of the Chairman of the meeting of Experts
4. Consideration of the Report of Experts
5. Adoption of the Report of Experts
6. Adoption of the Report on the Ministerial meeting
7. Closing of the meeting

Presentation of the report of the Chairman of the Meeting of experts (agenda item 3)

9. Sir Harry Tirvengadum (Mauritius), Chairman of the meeting of Experts, pointed out that the meeting of Civil Aviation Authorities and Airlines of the Eastern and Southern African countries had been convened pursuant to the decision of the Second Meeting of the Co-ordinating Ministers held in Addis Ababa in April 1990. Sir Harry reported that after examination of the ECA report on the exchange of information between airlines, the meeting felt that in principle the outcome of the report had covered all the requirements of Phase one of the Yamoussoukro Declaration and that several Airline groups had embarked on various stages of implementation in relation to Phases two and three. Accordingly the meeting of Experts agreed that there was no need to rigidly adopt the types of co-operation enumerated in the Phases two and three of the Yamoussoukro Declaration. Sir Haryy further reported that the meeting of Experts took note of Document TRANSCOM/AIF/4S entitled "Implementation process of Yamoussoukro Declaration" and Document TRANSCOM/AIR/48 entitled "Standard General Guideline for linkage of African Airlines" and concluded that it was premature to envisage multi-nationals or mergers since these would require costly and heavy legal and management structures. The meeting, however, have agreed that consortium

and jointly owned airline were more realistic ventures amenable to quick implementation and easy acceptance. Sir Barry also reported that the meeting had noted that there was no less than ten airlines which have already embarked on co-operative ventures and that the meeting had highlighted the need for more simple and economically viable joint ventures on commercial lines to insure a balanced benefit for the parties.

Consideration of the report of experts (agenda item 4)

10. The meeting considered the provisions of the report and the more substantive paragraphs of the report were presented by the Chairman of the Committee of Experts in their every detail. Amendments to the report were suggested and discussed and when adopted, incorporated in the revised report of the experts annexed to this paper.

Adoption of the report of experts (agenda item 5)

11. On a proposal of the Chairman the revised report of Experts was unanimously adopted.

Adoption of the report on the ministerial meeting (agenda item 6)

12. On a proposal of the Chairman it was unanimously agreed that the Rapporteur (Mr. Vijay Ramnassing of Mauritius) would prepare the report and arrange for the Secretariat to promptly distribute it to all the Delegates.

Closing of the meeting

13. On a proposal of Somalia the meeting unanimously agreed to request Hon. Jean-Claude de L'Estrac and the co-ordinating Minister for Eastern Africa sub-region to convey its sincere gratitude to the Government of Mauritius and to congratulate Air Mauritius for the organisation of the meeting. There being no other business the Chairman declared the meeting closed.

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REPORT OF THE EXTRA-ORDINARY MEETING OF INTER-GOVERNMENTAL EXPERTS OF TRANSPORT, COMMUNICATIONS AND PLANNING

2-6 MAY 1991, ADDIS ABABA, ETHIOPIA

A. ORGANIZATION

1. The Extra-Ordinary Meeting of Inter-Governmental Experts of Transport, Communications and Planning was held in Addis Ababa, Ethiopia from 2 to 5 May 1991.

B. ATTENDANCE

2. Representatives of following member States of the Economic Commission for Africa attended the meeting: Algeria, Angola, Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, the Congo, Cote d'Ivoire, Djibouti, Ethiopia, Egypt, Equatorial Guinea, Gabon, Ghana, Guinea, Kenya, Malawi, Mali, Morocco, Mauritania, Mozambique, Niger, Nigeria, Rwanda, Sierra Leone, Swaziland, Tanzania, Uganda, Zaire and Zaire .

3. The following specialized agencies and organs of the United Nations as well as the following the African Intergovernmental organizations listed below were also in attendance: United Nations Educational, Scientific and Cultural Organization (UNESCO), United Nations Development Programme (UNDP), Universal Postal Union (UPU), the International Telecommunications Union (ITU), the United Nations Conference on Trade and Development (UNCTAD), the United Nations Industrial Development Organization (UNIDO), the International Labour Organization (ILO), the International Civil Aviation Organization (ICAO), the Organization of African Unity (OAU), the African Development Bank (ADB), the Economic Community of Central African States (ECCAS), the Communaute economique des Pays des Grands Lacks (CEPGL), the Egyptian National Civil Aviation Training Organization (NCATO), the Preferential Trade Area for Eastern and Southern African States (PTA), the Economic Community of West Africa (CEAO), the Arab Maritime Transport Academy (AMTA), Association of African Maritime Training Institutions (AAMTI), the African Airlines Association (AFRAA), the Ministerial Conference of Western and Central African States on Maritime Transport (MINCONMAR), the Pan-African Telecommunications Union (PATU), the Port Management Association of Western and Central African States (PMAWCAS), Agence pour la securite de la navigation aerienne en Afrique et a Madagascar (ASECNA), Union douaniere des Etats de l'Afrique central (UDEAC), the Union of National Radio and Television Organizations in Africa (URTNA) and the African Civil Aviation Commission (AFCAC).

The list of participants is provided at annex.

C. OPENING OF THE MEETING

4. The meeting was opened by the representative of Nigeria Chairman of the Meeting. After his introductory statement in which he recalled the aim of the meeting, he called on the Executive Secretary of the ECA to make his statement.

5. In his statement, Professor Adebayo Adedeji, Executive Secretary of ECA, started by thanking all representatives having travelled to attend

the meeting despite their heavy schedules in their respective countries or organizations.

6. He then recalled that during their eighth meeting held in Abuja, Nigeria, on 7 and 8 February 1991, the African Ministers of Transport, Communications and Planning had clearly stated that without the projects, the second Decade programme would be incomplete. They had therefore, requested the Resource Mobilization Committee (RMC) to screen the projects submitted and to recommend a list of projects to be included in the programme. In that meeting, it was also decided to hold a meeting of inter-governmental experts since the Ministers did not agree with the proposal that the approval of the projects should be entrusted to an open ended bureau of the Conference.

7. He also underlined that the major objective of the meeting was to consider the projects selected by RMC and subsequently examined by the Inter-Agency Co-ordinating Committee (IACC) for recommendation to the Ministers and inclusion in the second Decade programme.

8. Continuing, he spoke on the activities that had been undertaken since the Abuja meetings by the various parties involved in the project selection exercise, namely, the subregional organizations, ECA, the Technical Committee set up within RMC as well as RMC itself and the IACC.

9. He noted that the work had been very difficult especially in view of the delays in the submission of information as well as the inadequacies noticed in such information.

10. He then called the attention of participants to the proposals and recommendations made by IACC for an efficient implementation of the second Decade programme which was also to be reviewed by the meeting.

11. He concluded his statement by once again calling on all the Experts to collectively consider carefully the list of projects submitted by IACC and make appropriate recommendations on their inclusion in the programme.

D. ACCOUNT OF PROCEEDINGS

Adoption of the agenda and programme of work (agenda item 2)

12. The following agenda was adopted:

1. Opening of the meeting
2. Adoption of the agenda and programme of work
3. Consideration of the initial list of projects recommended for inclusion in the second DECADE programme
4. Consideration of the recommendations on revitalization of a single Bureau of Trans-African Highway Authorities

5. Any other business
6. Adoption of the report and closing of the meeting

13. The following programme of work was adopted:

Morning:	9.00 hrs - 13.00 hrs
Afternoon:	15.00 hrs - 18.00 hrs

Consideration of the initial list of projects recommended for inclusion in the second Decade programme (agenda item 3)

14. In introducing this agenda item, a member of the ECA secretariat recalled that in Abuja, it had been decided that the projects should not be discussed as a Technical Committee had been set up within RMC to review the projects submitted.

15. He indicated that the Technical Committee had met in Abidjan, at the headquarters of ADB, from 27 March to 19 April 1991 to select the projects. The Resource Mobilization Committee itself had met in Addis Ababa from 24 to 28 April 1991 to review the work done by the Technical Committee and had recommended a list of projects to IACC which had also met in Addis Ababa on 29 and 30 April 1991.

16. He stressed that a total of 1037 projects had been screened, out of which 460 had been recommended for inclusion in the second Decade programme, 475 placed on the waiting list pending receipt of additional information, while 102 had been rejected for not meeting the guidelines of the second Decade.

17. The representative of the secretariat then drew the attention of participants to the recommendations made by IACC and to the measures to be taken for the implementation of the programme.

18. He further emphasized that there should be no cause for unnecessary alarm if it was observed that a particular project or projects were on the waiting list. Since the second Decade programme was flexible the initiators of the projects involved were invited to provide the additional information requested and RMC should re-consider such projects for inclusion in the recommended list of projects if the information provided met the selection criteria established in Abuja. The same applied to those projects submitted late.

19. A debate then ensued as to whether it was needful to review in detail the list of projects as submitted and the best method to follow.

20. After long discussions, the meeting agreed that there was no need to repeat the work already done by RMC and IACC and decided that the

list of projects should be considered globally while appropriate recommendations should be made to the Ministers.

21. The Meeting noted that a number of projects that had been submitted in the reports of the National Coordinating Committees (NCCs) or of the Subregional and Subsectoral Working Groups and formulated as project documents, did not appear in any of the three categories of recommended, pending or rejected projects. Accordingly, participants hoped that they would be given special consideration.

22. It was also agreed that each of the parties concerned should contact the secretariat for further explanations and should take all necessary steps to provide the important information that RMC would need in order to consider such projects on the same footing as those pending.

23. The meeting, moreover, agreed to classify the projects recommended under three categories:

(i) Regional and subregional integration projects;
(ii) National projects having an integrative scope;
(iii) National projects whose integrative scope is not obvious.

24. The meeting then reviewed the future activities of RMC as approved by IACC, amending them to read as follows:

(a) Reconsideration of the pending and omitted projects in light of the additional information to be provided to the lead-agency by States and the agencies concerned. In this connection, RMC would hold an initial meeting in June/July to which heads of subregional and subsectoral working groups as well as the Chairman of the Experts Meeting would be invited. Consequently, information on the projects to be considered during this first meeting of RMC should be submitted to ECA the lead-agency, not later than the end of May 1991;

(b) RMC would meet regularly during the next two years to consider the new projects submitted in accordance with the guidelines approved in Abuja by the Conference of Ministers. The heads of subregional and subsectoral working groups as well as the Chairman of the Experts Meeting would be invited to these meetings;

(c) During the next six months, RMC would convene a technical meeting of donors which should not be a pledging conference, but which should aim at identifying the best means of obtaining financing for the projects;

(d) The lead-agency would organize, in cooperation with members of IACC and RMC, chairmen of Subregional and Sub-sectoral Working Groups, as well as Chairman of the Experts Meeting meetings and seminars aimed at better sensitizing African States and Inter-Governmental

Inter-Governmental Organizations to the objectives and strategies of the Decade and help them to realign their strategies to those of the working group. At the national level, such a sensitization exercise should get to the grassroots level in order to involve the rural people who are the most concerned.

(e) The RMC would commence its activities by arranging for the financing of projects already approved under the programme.

25. The meeting noted the offer of the National Civil Aviation Training Organization (NCATO) of Egypt to host one of such meetings or seminars;

26. The meeting also considered the recommendations of IACC, amending them to read as follows:

(a) The Executive Secretary of ECA should contact officials of the funding agencies members of RMC in order to discuss the specific involvement of those institutions in the implementation of the Decade programme;

(b) The projects selected for the Decade programme should be included in national sub-sectoral programmes worked out in pursuit of rational and realistic strategies;

(c) RMC's were requested to take all necessary measures so that the projects approved within the framework of the Decade receive the endorsement of funding agencies even if some of these projects were not considered during negotiations of the current structural adjustment programmes.

(d) The projects submitted by IACC members should be prepared in accordance with the strategies recommended by the subregional and sub-sectoral working groups and subsequently implemented in close cooperation with members of each working group.

27. The meeting agreed to recommend to the Ministers that RMC should be empowered to include in the Decade programme those projects pending or omitted but which met the selection criteria after additional information was received.

28. The meeting approved the idea that subregional and regional institutions and specialized agencies should meet before the next meeting of RMC, to harmonize and coordinate their programmes.

29. The insufficiency of industrialization projects was noted and a decision was made to draw the attention of the Ministers to this shortcoming so that ECA and UNIDO should be requested to step up their assistance to member States in the identification and preparation of investment projects to be submitted to RMC. A draft resolution on this subject was to be submitted to the Ministers for consideration.

Revitalisation of the Trans- African Highway Bureau (agenda item 4)

30. A member of the secretariat introduced document TRANSCOM/494 on the above subject.

31. He indicated that the document had been elaborated following a request made to ECA by the eighth meeting of the Conference of African Ministers of Transport, Communications and Planning to formulate a more objective method of requesting contributions from member States and to report there on to the Meeting of the Extra-Ordinary Conference.

32. He indicated that the document contained a programme of action and its various advantages to member States. The programme of action include:

(a) A core programme covering the services that the Bureau would render to the Trans-African Highway Authorities;

(b) An extended programme aimed at developing the roads and road transport sector in Africa taking into account the strategies, objectives of the second Decade.

33. Contributions would be based on the benefits to be derived by member States from programmes implemented. He continued by presenting an indicative programme and the corresponding cost for the period 1991-1993 which totalled US$991,000 as well as the scale of assessments indicating contributions that of each member State.

34. Moreover, he stressed that to make the structure less cumbersome and more flexible, the Bureau should comprise a Coordinator, supported by a bilingual secretary, while additional staffing should be for the extended programme activities.

35. He specified that:

(a) The co-ordinator will be responsible to the Chief of TCTD (ECA) who will, in turn, report to the Authorities and co-ordinating committee on the activities of the Bureau on behalf of the Executive Secretary of ECA;

(b) Authorities and co-ordinating committees will meet every year under a combined session in order to consider their particular and collective problems and whose report and that on the activities of the Bureau will be rendered to the meeting of the Conference of Ministers of Transport, Communications and Planning

36. The following major concerns were identified from the debates on this agenda item:

(a) To include under the advantages to be derived by member States from the Bureau, an item on exchange of geotechnical information on low-cost construction materials;

(b) To include in the programme the establishment of a catalogue of African consultancy firms which should be used for studies on road construction in Africa;

(c) The need for consultation between the Bureau and subregional inter-governmental organizations for the formulation and implementation of its programme in order to avoid overlapping and duplication of efforts;

(d) Given the fact that 1991 was fairly spent, the proposed work programme should be reviewed accordingly and based only on 1992-1993. The relevant costs and contributions should also be reviewed;

(e) The need to review the statutes and rules governing the functioning of the trans-African highway in order to adapt them to the new structure of the single Bureau;

(f) The need for the ECA to examine the legal existence of the single Bureau and to make proposals to member countries so that they pay their contributions to the budget.

37. The meeting then adopted the proposals contained in the document concerning the operational modalities of a single trans-African highways Bureau which will be based in the secretariat of ECA.

38. The scale of assessed contributions resulting from the revision of the bureau's programme, for the period 1992-1993 alone, is given below:

	CATEGORY	CONTRIBUTIONS 1992	1993
(i)	Full members:	US$6,504 -	US$7,394;
(ii)	Associate members:	US$3,377 -	US$4,183
(iii)	Non-members:	US$2,549 -	US$3,333

Any other business (agenda item 5)

39. The meeting accepted the recommendation that there should be a study on the harmonization of standards for roads and highways at the continental level.

40. The meeting also noted with concern that some countries had not yet set up their National Coordinating Committees (NCCs) and that, in some cases, the established NCCs were not receiving sufficient support from the governments, contrary to the spirit of Tangier when the Ministers undertook to be responsible for the establishment and functioning of the NCCs. In this regard, the meeting appealed to the Ministers not only to

establish, but also to give them every support so as to enable them to perform the crucial tasks entrusted to them in the context of the bottom-up approach now adopted for the UNTACDA II programme.

Adoption of the report and closure of the meeting (agenda item 6)

41. The meeting adopted its report after a few amendments.

42. The Chairman thanked all participants for their sincere co-operation which contributed to the success of the meeting . He then declared closed the deliberations of the Extra-ordinary meeting of the Inter-Governmental Experts of Transport, Communications and Planning.

DRAFT RESOLUTION ON THE ESTABLISHMENT OF A WORKING GROUP ON TRANSPORT AND COMMUNICATION INDUSTRY

The Conference of African Ministers of Transport, Communications and Planning meeting in Addis Ababa on 7 and 8 May 1991.

Recalling the emphasis accorded in the Programme of the UNTACDA II to the development and promotion of transport and communications industries;

Concerned with the insufficiency of industrial investment projects relating to transport and communications;

Re-iterating the fact that the manufacture of production inputs necessary for transport and communications contributes to the development of these sectors;

1. Requests the Secretariats of ECA and UNIDO and other relevant international organizations to lay emphasis on the development and promotion of existing industries and to increase their assistance to African countries and organizations in the identification and preparation of projects for manufacturing transport and communications production inputs for consideration by the RMC and subsequent promotion among financing agencies;

2. Decides to establish a working group on transport and communications industries with ECA as team leader, UNIDO and other relevant organizations for the purpose of initiation and harmonization of all activities dealing with the identification, preparation and promotion of projects on manufacture of transport and communications production inputs in Africa;

3. Expresses its appreciation to UNDP for financing a pilot project on the promotion of manufacturing industries for transport production inputs in Africa.

4. Appeals to the UNDP within the framework of the Fifth Programming Cycle, and other relevant funding agencies to make available increased assistance to African countries and organizations for the identification, preparation and promotion of projects for the manufacture of transport and communications production inputs in Africa.

5. Requests the Executive Secretary of ECA to present a report to the next meeting on the implementation of this resolution.

ECONOMIC COMMISSION FOR AFRICA

Extra-ordinary Meeting of Inter-governmental
Experts on Transport, Communications
and Planning

2 - 5 May, 1991
Addis Ababa, Ethiopia

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ECONOMIC COMMISSION FOR AFRICA

REPORT OF THE EXTRA-ORDINARY MEETING OF MINISTERS OF TRANSPORT, COMMUNICATIONS AND PLANNING ON THE PROGRAMME OF THE SECOND UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA 7-8 MAY 1991, ADDIS ABABA, ETHIOPIA

A. ORGANIZATION

1. The Extra-Ordinary meeting of the Conference of African Ministers of Transport, Communications and Planning was held in Addis Ababa, Ethiopia on 7 and 8 May 1991.

B. ATTENDANCE

2. Representatives of the following States members of the Economic Commission for Africa participated in the meeting: Algeria, Angola, Benin, Burkina Faso, Burundi, Cameroon, Chad, Central African Republic, the Congo, Cote d'Ivoire, Djibouti, Egypt, Equatorial Guinea, Ethiopia, Gabon, Ghana, Guinea, Kenya, Liberia, Libyan Arab Jamahiriya, Malawi, Mali, Mauritania, Morocco, Mozambique, Namibia, the Niger, Nigeria, Rwanda, Sierra Leone, Tanzania, Tunisia, Swaziland, Uganda, Zaire, Zambia and Zimbabwe.

3. The following United Nations Specialized agencies and African inter-governmental organizations were also represented: United Nations Educational, Scientific and Cultural Organization (UNESCO), United Nations Development Programme (UNDP), Universal Postal Union (UPU), International Telecommunications Union (ITU), United Nations Conference on Trade and Development (UNCTAD), United Nations Industrial Development Organizations (UNIDO), International Labour Organization (ILO), International Civil Aviation Organization (ICAO), International Bank for Reconstruction and Development (IBRD), Organization of African Unity (OAU), African Development Bank (ADB), Economic Community of Central African States (ECCAS), the Preferential Trade Area for Eastern and Southern African States (PTA), the Economic Community of West Africa (CEAO), the African Airlines Association (AFRAA), the Ministerial Conference of Western and Central African States on Maritime Transport (MINCONMAR), the Agency for Flight Safety in Africa and Madagascar (ASECNA), the Central African Customs and Economic Union (UDEAC), the Union of National Radio and Television Organizations (URTNA), the African Civil Aviation Commission (AFCAC) and the Northern Corridor.

4. Representatives of European Economic Community (EEC) and Opec Fund attended the meeting as an Observers.

C. OPENING OF THE MEETING

5. In his welcoming address, Comrade Asseged Wolde Amanuel the Minister of Transport and Communication of the Democratic Republic of Ethiopia, recalled the difficulties encountered in financing high priority regional and subregional projects in the first Decade programme. On the other hand he noted that the first Decade programme had contributed towards strengthening cooperation among African countries in undertaking joint projects, and formulating strategies to overcome the constraints identified. That programme had succeeded in

bringing the issues of transport and communication to their proper place, that is, near the top of the African agenda.

6. Underscoring the enormous role that ECA as the lead agency played in the implementation of the ambitious programme of the first Decade, the Minister expressed his confidence that ECA as the lead agency of the second Decade programme would continue to play effectively its coordinating role.

7. Speaking on the programme as a whole, he said that the second Decade programme was expected to overcome all the short-comings of the first Decade programme by giving priority to subregional and regional projects as well as those national projects which contributed to the integration of the African economy. This integration, he observed, was built on three mutually interdependent dimensions; namely, integration of the physical, institutional and social infrastructure; integration of the production factors; and integration of the African markets. The above three factors, he noted, would create the environment for regional cooperation.

8. In his statement, Prof. Adebayo Adedeji, Executive Secretary of ECA first welcomed participants to the meeting noting that the preparatory phase for the second United Nations Transport and Communications Decade (UNTACDA II) was drawing to a close.

9. He informed the meeting that the various working groups to which the Ministers had entrusted the responsibility of preparing the list of projects to be included in the Decade programme had faithfully carried out their missions. The major subregional inter-governmental organizations (IGOs) for instance, in addition to collecting the necessary information from their member States, had participated in the selection process with the Resource Mobilization Committee (RMC).

10. The Executive Secretary congratulated RMC for the work done, in particular ADB which, as Chairman of RMC, had provided support to and played a constructive role in preparing guidelines for the Decade programme.

11. He went on to indicate that in addition to the legislative process of submitting the Decade programme to ECA Conference of Ministers for approval, and to the General Assembly through ECOSOC for adoption and the official launching of UNTACDA II, the most important aspect was when African countries actually started to implement the programme. The priority projects having been selected, the responsibility of African countries was then to promote and initiate action for their implementation. Therefore, the brunt of the burden of development was on Africans themselves and they should accordingly make every effort to mobilize as much internal resources as possible so that external financing would become only a complement to what their countries were doing to implement the projects.

12. He continued that the success of Decade would largely depend on the degree to which subregional organizations included the Decade projects in their work programmes. While at the regional level, the work of RMC and the coordination of Decade activities would be vital for success.

13. Professor Adedeji ended his statement by stressing that UNDP, in response to the appeals made by the Conference, had provided substantial support for the preparation and launching of the programme and had indicated that it would continue to do so under its Fifth Programming Cycle covering the period 1992-1996.

14. In his statement, the representative of the OAU urged the Conference to adopt a programme approach tc the formulation of projects by ensuring that the projets emanated from their respective national development plan and were accorded highest priority. In his view, the Decade programme was the main and only transport and communications programme for all Africa. He emphasized that the programme would be meaningless and risk attracting little or no financing if donors and financial institutions perceived that Africa had presented several unrelated projects in the sectors.

15. He observed that transport and communications were the most important instruments for the physical and economic integration of Africa, which was necessary for the achievement of the objectives of the soon to be established African Economic Community. He urged the Conference to ensure improved efficiency of the sector through interconnection of national networks and elimination of other physical and non-physical barriers during the Decade.

16. In conclusion, he emphasized the need for the coordination of activities and programmes among the African regional organizations and UN and other agencies and stressed that the second Transport and Communications Decade should be a period during which the capabilities of African regional organizations were improved through training and skills transfers by the various UN agencies.

17. The Representative of the African Development Bank Group said that the elaboration of the document which was coherent and in conformity with the objectives, strategies and guidelines came at a time when the ADB Group had just reconstituted the sixth African Development Fund (1991-1992-1993) up to three billion units of account of ADF and also at a time when the third five-year operational plan (1992-1996) of ADB was being adopted.

18. He confirmed that the existence of a coherent and realistic programme for the transport and communications sectors which would meet the integration needs of African economies would serve as an important basis for the operations of the ADB Group.

19. On the fundamental role of the Resource Mobilization Committee under the Decade the representative of the ADB group reminded African States of their responsibility in the success or failure of the Decade. He also specified that improvement of the existing transport and communications systems required, first and foremost, improvement of policies for the implementation of institutional reforms, and also required the mobilization of local resources.

20. In concluding his statement, the ADB representative thanked the Executive Secretary of ECA for the work done in the service of Africa, of member organizations of the RMC and the IACC, for the assistance given in the preparation of the programme and also commended the excellent relations existing between ECA and ADB.

21. The representative of OPEC Fund expressed gratitude for the opportunity given his organization to participate in the deliberations of the Conference and to make a first-hand assessment of the transport and communications situation in Africa through briefings with experts. The deliberations constituted a significant milestone in fostering a realistic and coordinated strategy for development of regional transport and communications infrastructure which were essential for African integration.

22. He noted that the Conference was taking place when world economies were being reshaped and expressed the full support of his organization to the strategy and programme of UNTACDA II, since they recognize the important role of transport and communications in economic integration and sustainment. Lessons from the first Decade called for realistic goals and relevant strategy, and he was encouraged by the strategies being pursued by governments in the continent. Noting that most regional transport and communications network projects would continue to appear uneconomical if intra-African trade were not increased from its present meagre level, he stressed that the strategy could succeed if greater attention was given to a voluntary and farsighted approach to forward and backward linkages and the establishment of regional industries to support the sectors.

23. He concluded by expressing the readiness of OPEC Fund to discuss with the countries how it could effectively contribute to the implementation of the UNTACDA II programme.

24. In his statement the representative of the World Bank assured the meeting that the World Bank would continue to cooperate with its colleagues in the Resource Mobilization Committee both in the search for financing of the recommended projects and in the review of any additional information on pending projects that would be provided to the RMC.

25. He reminded the meeting that, as stated in the previous meeting of Ministers in Tangier in 1989, policy reform and improvements in the

efficiency of the transport sector is viewed to be crucial to support on-going economic adjustment programmes. He further stressed that, while additional investment in the transport and communication sectors development was essential, investment alone would not solve the difficult problems faced in these two sectors.

26. He continued that, in this context, the World Bank had attached great importance to the preparation of the sectoral strategies for the Decade in order to assist with the resumption of growth and development of Africa. Through its participation in the various sub-sectoral working groups, the Bank had considered the difficulties faced by governments which were in the process of implementing economic recovery programmes and who lacked an efficient transport and communication system.

27. He then noted that the World Bank would be willing to support many of the projects and the future activities of the Decade that would be part of comprehensive, coherent and sustainable national sub-sectoral programme, based on those priorities and following the recommended strategies.

28. He concluded his statement by underlining the need for the Decade programmes to include large rehabilitation outlays with limited expansion of the infrastructure combined with institutional reforms and policy changes geared toward restoring the operational capacity and the financial viability of the sector. In his view, programmes that reduced transport and communication costs would best serve the people of Africa and their governments in an effort to resume economic growth.

29. In his opening address Air Commodore Anthony Ikagoboh, Minister of Transport of the Federal Republic of Nigeria and Chairman of the Conference, reminded the Conference of the decision taken at Abuja and the instructions given the RMC to screen projects for inclusion in the programme. On the basis of the instructions, the Technical Committee of the Resource Mobilization Committee, the Resource Mobilization Committee itself, the Inter-agency Coordinating Committee and the Intergovernmental Experts of Transport, Communications and Planning had each met in turn between 27 March and 6 May 1991 to review and recommend the work of the previous organ's meetings.

30. He informed the Conference that out of some 1,037 projects screened, 460 had been recommended; 102 rejected and 475 were on hold pending additional information. He urged the approval of the project list by the Ministers.

31. He pointed out that the implementation of the programme would enable the integration of the African economies and improve the economic and social development of the continent as well as foster the establishment of the African Common Market, provided that all countries cooperated and harmonized their efforts in the programme implementation.

32. In conclusion he urged that the list of projects be considered globally and on the basis of the objectives and criteria previously established for their selection.

33. On the occasion of his first participation in the Conference the Hon. Klaus Dierks (MP), Deputy Minister of Works, Transport and Communications of the Republic of Namibia, the newest member of the Conference, expressed pleasure at the opportunity to address the meeting and put forth three major ideas on the second Decade.

34. The first consideration, he said, was that the aim of the Second Decade must be formulated in an explicit and bold manner so that it should be the last Decade. This aim must ultimately be to put the transport and communication sectors in Africa on such a sound footing that there would not be any need for major efforts on a similar scale from the donor community in the future.

35. The second idea was that the Decade must look at the transport sector comprehensively. Transport not only needed infrastructure development in roads, railways, ports and airports, but also strong and capable government administration and efficient organisations to run the facilities which the users of the services would want to make use of. That is, the institutional aspects must also be in focus.

36. The third consideration was that it was necessary not only to look at transport per se, but also to consider the 'paperwork' that accompanied it, and the specific requirements that individual states imposed when goods, services, vehicles and persons crossed borders in Africa, or indeed to and from Africa. This was the area of facilitation.

37. In conclusion, he noted that although Namibia was blessed with an infrastructure of high quality which is well maintained, it had shortcomings which were primarily due to political circumstances. As a consequence, connections with its neighbours - except South Africa - were poorly developed. He expressed the hope that within this Decade programme, Namibia would be able to develop these vital links not only through investment programmes, but also through better coordination with its neighbours.

D. ACCOUNT OF PROCEEDINGS

Adoption of the agenda and programme of work (agenda item 2)

38. The following agenda was adopted:

1. Opening of the meeting
2. Adoption of the agenda and organization of work

3. Consideration of the report of the Meeting of Intergovernmental Experts on Transport, Communications and Planning

4. Date and venue of the next meeting of the Conference of Ministers
5. Any other business
6. Adoption of the report and closure of the meeting.

39. The following programme of work was adopted:

Tuesday, 7 May 1991	15:00 - 18:00 hrs
Wednesday, 8 May, 1991	10:00 - 14:00 hrs
	20:00 - 22:00 hrs

Consideration of the report of the Special Meeting of Intergovernmental Experts (agenda item 3)

40. The Chairman of the Meeting of African Intergovernmental Experts on Transport, Communications and Planning, Dr. Ola Adegbeyeni, Director of Transport of the Federal Republic of Nigeria, reporting on the Extraordinary meeting indicated that the Technical Committee created within the framework of UNTACDA had met in Abidjan, at the headquarters of ADB, from 27 March to 19 April 1991 to select projects. The Resource Mobilization Committee itself had met in Addis Ababa from 24 to 28 April 1991 to review the work done by the Technical Committee and had recommended a list of projects to IACC which had also met in Addis Ababa on 29 and 30 April 1991.

41. A total of 1,037 projects had been screened, out of which 460 had been recommended for inclusion in the second Decade programme, 475 placed on the waiting list pending receipt of additional information, while 102 had been rejected for not meeting the criteria of the second Decade.

42. He further reported that the Meeting had noted that a number of projects that had been duly submitted in the reports of the National Coordinating Committees (NCCs) or of the Subregional and Subsectoral Working Groups and formulated as project documents, did not appear in any of the three categories of recommended, pending or rejected projects. Accordingly, the experts meeting had recommended that those projects should be given special consideration.

43. In addition, the meeting of experts recommended that the approved projects be prioritized with the highest priority being accorded to projects that promoted integration of the subregion and region, specifically, that:

(i) Regional and subregional integration projects be accorded the highest priority;

(ii) National projects having an integrative scope be considered as the next priority; and finally,

(iii) National projects whose integrative scope was not obvious be considered as third priority.

44. The experts had reviewed and endorsed the future activities of RMC as approved by IACC, amending them as follows:

(a) RMC will hold a meeting in June or July 1991 in order to reconsider the pending and omitted projects in light of the additional information to be provided to the lead-agency by States and the agencies concerned. Consequently, information on the projects to be considered during this first meeting of RMC should be re-submitted to ECA, the lead-agency, not later than the end of May 1991. The heads of subregional and subsectoral working groups as well as the Chairman of the Inter-governmental Experts meeting would be invited.

(b) RMC will meet regularly during the next two years to consider the new projects submitted in accordance with the guidelines approved in Abuja by the Conference of Ministers. The heads of subregional and subsectoral working groups and the Chairman of this Committee would be invited to these meetings;

(c) During the next six months, RMC will convene a technical meeting of donors which should not be a pledging conference, but which should aim at identifying the best means of obtaining financing for the projects;

(d) The RMC will commence its activities by arranging for the financing of projects already approved under the programme.

(e) The lead-agency will organize, in cooperation with members of IACC and RMC, chairmen of Subregional and Sub-sectoral Working Groups, meetings and seminars aimed at better sensitizing African States and Inter-Governmental Organizations to the objectives and strategies of the Decade and help them to realign their strategies to those of the working group. At the national level, such a sensitization exercise should get to the grassroots level in order to involve the rural people who are the most concerned.

45. The experts meeting had also considered several recommendations from IACC and adopted them with amendments as follows:

(a) The Executive Secretary of ECA should contact officials of the funding agencies members of RMC in order to discuss the specific involvement of those institutions in the implementation of the Decade programme;

(b) The projects selected for the Decade programme should be included in national sub-sectoral programmes worked out in pursuit of rational and realistic strategies;

(c) RMC's was requested to take all necessary measures so that the projects approved within the framework of the Decade receive the endorsement of funding agencies even if some of these projects were not considered during negotiations of the current structural adjustment programmes;

(d) The projects submitted by IACC members should be prepared in accordance with the strategies recommended by the subregional and sub-sectoral working groups and subsequently implemented in close cooperation with members of each working group.

46. The experts meeting recommended to the Ministers that RMC should be empowered to include in the Decade programme those projects pending or omitted but which met the selection criteria after additional information was received.

47. The experts further recommended that subregional and regional institutions and specialized agencies should meet before the next meeting of RMC, in order to harmonize and coordinate their programmes.

48. The lack of industrialization projects was noted and the experts drew the attention of the Ministers to this shortcoming. A draft resolution was prepared to this effect for consideration by the Ministers.

49. The other substantive item considered by the experts was the reactivation of the single Bureau for the Trans-African Highways Authorities. ECA had elaborated a document following a request made by the eighth meeting of the Conference of African Ministers of Transport, Communications and Planning to formulate a more objective method of requesting contributions from member States and to report there on to the Extra-Ordinary Meeting of the Conference.

50. The programme of action recommended by the experts included: a core programme covering the services that the Bureau would render to the Trans-African Highway Authorities; as well as an extended programme aimed at developing the roads and road transport sector in Africa taking into account the strategies and objectives of the second Decade. Contributions would be based on the benefits to be derived by member States from programmes to be implemented. These would range from approximately US$7,000 for full members; US$4,000 for associate members; and US$3,000 for non-member States.

51. Some of the benefits to member States of the activities of the Bureau included:

(a) Facilitation of inter-State traffic through the removal of physical and non-physical barriers thereby fostering intra-African trade and travel.

(b) Implementation of general programmes for dissemination to member States on improvement of the efficiency of their systems, such as promotion of highway associations.

(c) Servicing the meetings of member and associate member States of the Trans-African Highway Authorities.

(d) Exchange of geotechnical information on low-cost construction materials;

(e) Establishment of a catalogue of African consultancy firms which should be used for studies on road construction in Africa;

(f) Consultation between the Bureau and subregional inter-governmental organizations for the formulation and implementation of its programme in order to avoid overlapping and duplication of efforts.

(g) Harmonization of standards for roads and highways.

52. The experts expressed concern about the legal status of the bureau and noted:

(a) The need to review the statutes and rules governing the functioning of the trans-African highway in order to adapt them to the new structure of the single Bureau;

(b) The need for the ECA to examine the legal existence of the single Bureau and to make proposals to member countries so that they pay their contributions to the budget.

53. The experts also expressed concern that some countries had not yet set up their National Coordinating Committees (NCCs) and that, in some cases, the established NCCs were not receiving sufficient support from the governments, contrary to the spirit of Tangier when the Ministers undertook to be responsible for the establishment and functioning of the NCCs. In this regard, the experts appealed to the Ministers not only to establish, but also to give them every support so as to enable them to perform the crucial tasks entrusted to them in the context of the bottom-up approach now adopted for the UNTACDA II programme.

54. Finally, a resolution thanking the Executive Secretary of ECA, Prof. Adebayo Adedeji, for his immense contribution towards the Economic development and integration in Africa in general and the development of transport and communications in particular, was proposed by the meeting of experts.

55. The meeting then reviewed the recommendations contained in the experts' report.

56. As for the consideration of the initial list of projects to be included in the Decade programme, the meeting commended the great job done by the RMC, the IACC and the experts.

57. Consequently, the meeting adopted the recommendations made relating in particular to the classification of the recommended projects, the re-screening of pending and omitted projects, regular meetings by RMC, sensitization activities of donors and the mobilization of resources.

58. In this context, the meeting stressed the need for the States and organizations concerned to communicate to the lead-agency, ECA, the additional information required latest by the end of May 1991 so that the RMC could meet in June to allow sufficient time for analysis of the pending and missing projects with a view to including those which would qualify into the first list of projects to be submitted with the UNTACDA II programme to ECOSOC in July 1991.

59. In this regard, the meeting decided to mandate the RMC to include in the Decade programme those projects which were pending or had been omitted and for which it would receive additional information that would make these projects meet the selection criteria.

60. Concerning the reactivation of the Single Bureau for the Trans-African Highway Authorities, the meeting adopted the proposals made with the additional clarification by the Executive Secretary of the ECA that the Bureau will be an autonomous unit, funded by member States but based at ECA headquarters with the latter giving logistical support in the form of office space and secretariat services as and when required.

61. The meeting then considered and adopted the two draft resolutions proposed by the experts. These are shown as annexes to this report.

Date and venue of the next meeting of the Conference of Ministers (agenda item 4)

62. The Conference decided to hold its next meeting in two years time at the headquarters of ECA in Addis Ababa if no member State proposed in the meantime to host it.

63. The date of the meeting will be fixed by the ECA secretariat in consultation with the Chairman of the Conference and will be communicated to all members in due course.

Any other business (agenda item 5)

64. The meeting was informed of the holding on 9 and 10 May 1991 of a Ministerial meeting on Human Resources Management in the Transport and

Communications Sector in Sub-Saharan Africa. This meeting would be a follow-up on the workshops organized at the subregional level on this subject in February and March 1991.

65. A draft resolution in appreciation to the Deputy Executive Secretary was proposed and adopted by the Ministers. This is also shown in the annex to this report.

Adoption of the report and closure of the meeting (agenda item 6)

66. The meeting adopted its report after some amendments to the draft.

67. In his closing remarks, the Chairman thanked all the members of the Conference for their co-operation and the serious manner with which the deliberations were done. These, together with the assistance provided by the Secretariat and the hospitality provided by the host government, had combined to facilitate the work of the Conference. Finally, he reminded the meeting of the important task that lay ahead in implementing the programme and appealed to the countries concerned to submit all required information to ECA before the end of May 1991.

68. He then declared the meeting closed at 21.45 hrs.

RESOLUTION ECA/UNTACDA/Res.91/86
ESTABLISHMENT OF A WORKING GROUP ON
TRANSPORT AND COMMUNICATION INDUSTRY

The Conference of African Ministers of Transport, Communications and Planning meeting in Addis Ababa, Ethiopia on 7 and 8 May 1991.

Recalling the emphasis accorded in the Programme of the UNTACDA II to the development and promotion of transport and communications industries;

Concerned with the insufficiency of industrial investment projects relating to transport and communications;

Re-iterating the fact that the manufacture of equipment, components and materials production inputs necessary for transport and communications in Africa contributes to the development of these sectors:

1. Requests the Secretariats of ECA, OAU, UNIDO and other relevant international organizations to lay emphasis on the development and promotion of existing industries and to increase their assistance to African countries and organizations in the identification and preparation of projects for the creation and manufacture of transport and communications inputs for consideration by the RMC and subsequent promotion among financing agencies;

2. Decides to establish a working group on transport and communications industries with ECA as team leader, in collaboration with UNIDO, OAU and other relevant organizations for the purpose of initiation and harmonization of all activities dealing with the identification, preparation and promotion of projects for the creation and manufacture of transport and communications inputs in Africa;

3. Expresses its appreciation to UNDP for financing a pilot project on the promotion of manufacturing industries for transport production inputs in Africa.

4. Appeals to the UNDP within the framework of the Fifth Programming Cycle, and other relevant funding agencies to make available increased assistance to African countries and organizations for the identification, preparation and promotion of projects for the manufacture of transport and communications equipment, components and materials in Africa.

5. Requests the Executive Secretary of ECA to present a report to the next meeting on the implementation of this resolution.

RESOLUTION ECA/UNTACDA/Res.91/87
ACKNOWLEDGING THE OUTSTANDING CONTRIBUTION
BY PROF. ADEBAYO ADEDEJI TO THE PROMOTION AND DEVELOPMENT
OF TRANSPORT AND COMMUNICATIONS SECTORS IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning Meeting in Addis Ababa, Ethiopia on 7-8 May 1991

Recalling ECOSOC Resolution 671 (XXV) of 29th April 1958, creating a UN Economic Commission for Africa, to advise and activate economic and social programme for the African continent and its Islands.

Recalling ECA Resolution No. 291 of 3rd March 1977 (Kinshasa) calling on the United Nations and International bodies to proclaim the first Transport and Communications Decade for Africa, and its resolutions No. 79/1 of 31st May 1979 adopting the Global Strategy for the Implementation of the 1st Decade programme and No. 88/73 of March 1988 (Kinshasa) requesting the United Nations to proclaim a Second Transport and Communications Decade for Africa.

Noting with appreciation that in response to these resolution, the UN General Assembly passed the following Resolutions No. 32/160 declaring 1978-1988 the first United Nations Decade for Transport and Communications; and No. 43/179 of 20th December 1988 proclaiming the period 1991-2000 the Second United Nations Transport and Communications Decade for Africa.

Taking note of the responsibility incumbent on the Executive Secretary of ECA.

Noting with immense satisfaction the dynamic contribution made by Prof. Adebayo Adedeji, United Nations Under Secretary General as the Executive Secretary of ECA during his mandate within ECA inter-alia as follows:

(i) Pioneering efforts in the preparation, proclamation and implementation of the First United Nations Decade for Transport and Communications in Africa, and its subsequent impact on the development of policies and management in these sectors.

(ii) Preparation and proclamation of the Second United Nations Transport and Communications Decade in Africa;

(iii) Untiring efforts in the launching of the RASCOM project and PANAFTEL programme.

1. Now resolves to express its profound appreciation to Prof. Adebayo Adedeji, United Nations Under Secretary General and Executive Secretary of ECA, for his unequivocal commitment towards African economic and social development in general, and in particular for the role he played in and his invaluable contribution to, the promotion and development of Transport and Communications in Africa.

RESOLUTION ECA/UNTACDA/Res.91/88
ACKNOWLEDGING THE OUTSTANDING CONTRIBUTION BY
MR. TCHOUTA MOUSSA, DEPUTY EXECUTIVE SECRETARY OF ECA

The Conference of African Ministers of Transport, Communications and Planning meeting in Addis Ababa, Ethiopia, on 7 and 8 May 1991,

Taking note of the decision of the Cameroonian Government to recall Mr. Tchouta Moussa to high functions in his country,

Noting with satisfaction the immense contribution of Mr. Tchouta Moussa in the implementation of the programmes and activities of the Commission at the side of the Executive Secretary, Prof. Adebayo Adedeji, and particularly in the good functioning of the Transport, Communications and Tourism Division during his tenure as Chief of that Division,

Appreciating rightly the important role he has played in the social and economic development of Africa with regard to the supervision of the first Transport and Communications Decade in Africa,

1. Expresses its profound gratitude to Mr. Tchouta Moussa for immense service rendered to our States in his many years of service as Deputy Executive Secretary,

2. Wishes him full success in his new functions.

ECONOMIC COMMISSION FOR AFRICA

Extra-ordinary Meeting of Ministers
of Transport, Communications
and Planning

7-8 May, 1991
Addis Ababa, Ethiopia

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